

Aluminum Situation Is Outlined In Speech by Alcoa Executive

(Continued from Page 1-A) facilities for the production of the metal.

New Plant Built
Construction of new plants was begun, and new equipment for the other plants was ordered to replace older, less efficient material. Dams and powerhouses were erected in order to supply the vast amount of electrical power required in aluminum production. The cost of power in aluminum reduction is one of the largest single items in the production of the metal. About twelve kilowatt hours of electricity are needed to produce one pound of aluminum. This is more than enough to keep a forty-watt light burning constantly for twelve days.

All these activities were started before the shadow of war was cast over the American people. Expansion accelerated as times became more critical. The Aluminum Company spent \$215,000,000 to finance this huge task, undertaken because the leaders of the company had the foresight to recognize that a fabulous amount of aluminum would be needed to build the planes that will smash the powers of the Axis. Thanks to the makers of aluminum in the United States, the country was not caught unprepared when war became a reality.

With the coming of the conflict the program was continued and even enlarged. In addition to this, the government formed the Defense Plant Corporation to develop still greater expansion of aluminum-pro-

ducing facilities. The plan provided for private industry to erect, administer, and operate manufacturing plants which were to be paid for by the government. The Aluminum Company, in order to speed the erection of the plants desired by federal officials, began to buy equipment and formulate plans for factories as soon as it received a letter of intent from the government. In one instance, the company purchased more than \$16,065,000 worth of equipment before receiving any contract from Washington. A number of such plants have already been completed and are in operation, while still more are being designed.

Local Capacity Cited
Let us look at few examples which will make clearer the enormity of the scale on which the Aluminum Company has conducted its expansion program. Two years ago, as part of the company's plan to increase production, it was decided to build a new plant on a site near one of the huge new dams erected by the government, in order to take advantage of the power generated by the water in obtaining the electricity needed to produce the aluminum.

A farm was bought, and the first shovel of dirt turned in March, 1940. The aim of the company was to build a plant capable of producing 30,000,000 pounds of aluminum a year. Just six months later, in September, this gigantic undertaking had been completed and was in operation. But in the meantime world conditions had changed so that company officials saw fit to enlarge the plant to five times the size originally intended. The second unit was completed in December, and the others followed in rapid succession in March, April, and May of the following year. Thus, in the short space of fifteen months, a plant was completed and put into operation which was capable of producing as much aluminum in one year as the entire industry made in 1924 in this country. (Speaking aside from his prepared text, Keller explained this plant was comparable with the local unit).

The rapidity with which the industry met the test can be found again in yet another site far removed from the one just mentioned. Here the Aluminum Company, spurred on by the world crisis, completed the largest aluminum sheet rolling mill in the world in less than a year. This plant has fifty-eight acres of ground under one roof and is the largest one-story factory building in the world. These two examples are not isolated cases of what has been done and what is being done by the industry in order to help the nation carry on its war program. Rather, they are typical of the efforts of the aluminum

manufacturers to help in winning the war. All over the nation new reduction plants and fabricating mills are going up, and old ones enlarged and improved upon to make possible the production of more and more aluminum for war work.

Metal for 185,000 Planes
Those unfamiliar with the situation at the start of the war might ask how the airplane industry was kept supplied with enough aluminum to make the staggering number of planes ordered by the President. The answer is simple. At the time Mr. Roosevelt issued the call, the combined total production capacity of all the nation's airplane builders was not sufficient to meet the task. Before the work was started, expansion in the aircraft field was also necessary. So while the airplane manufacturers readied themselves to face the challenge of such vastly increased production, the aluminum industry, aided by its pre-war emergency head start, girded itself for the task of supplying all the aluminum needed for 185,000 planes—one of the largest mass-production orders on record.

Reserve Is 7,000,000 Lbs.
More than this, the Aluminum Company determined, if possible, to keep ahead of the demand for airplane destined aluminum. By producing more aluminum than the still-unexpanded aircraft industry could use with its current facilities, and then by constantly keeping ahead of the demand, a stock pile of aluminum sheet for aircraft was set aside. That reserve grew rapidly, and today stands at more than 7,000,000 pounds. This entire reserve stock is ready for shipment on immediate notice.

Additional aluminum takes its place as fast as the reserve is used, thus maintaining a concrete insurance against dropping behind the demand for aluminum by manufacturers of airplanes. The magnitude of this reserve supply can more easily be understood if we know that about 4,000 pounds of aluminum are needed for one medium bomber, and 56,000 pounds for a heavy bomber.

Quotes Col. Jouett
We all know that the airplane construction program is coming along better than expected. Colonel John H. Jouett, president of the Aeronautical Chamber of Commerce, released some pertinent and interesting figures on this production recently.

He said: "In March—the fourth month after Pearl Harbor—we built nearly seventy per cent more planes than we did in the month preceding Pearl Harbor. That's in terms of number of planes. In terms of weight of aluminum, an even more significant index, the percentage increase has been much larger.

"In those four months the production of heavy, four-engine bombers, the deadly sky battleships we are depending upon to carry destruction to Axis homelands, increased almost two hundred per cent. Production of aircraft engines kept pace. During the year 1941, the aircraft industry turned out one and three-fourths billion dollars worth of planes, engines, and propellers, which was well over three times the production of 1940.

"The automobile industry is under contract to turn out thousands of the planes and engines which our aircraft industry has designed. The old established aircraft industry will continue to produce thousands of these planes and engines, and will continue to design, as it has since World War I, bigger, faster, harder-hitting flying machines that will inevitably blast our foes to utter defeat.

"New types in production, and even newer types under development, are more powerful than anything known today. We have more than twenty new types of combat planes in process of development today.

"We are not only building the best planes, and lots of them; but our air services are getting them to the world fronts in ever-increasing numbers. Impressively large numbers are

being flown to all fronts all the time.

"Today's performance and production of American aircraft are due to the close cooperation between our air forces and the industry during the last twenty-five years. We have worked closely, as a team, with the future well-being of our country our constant goal. The air forces had spread their often meager funds to keep in existence the largest possible nucleus of a wartime plane industry, to keep research and design of warplanes at peak—all this during a peacetime when the thoughts of the country were furthest from war and least receptive to the oft-repeated prophecies of what was coming.

"The aircraft industry carried on with its small military contracts and developed outside business to permit even more design work on warplanes which our plane builders and our air force leaders knew would be called upon some day to defend the country and smash our enemies. That day is here. Air power will determine the final victory, and the aircraft industry is determined that this air power and the final victory will fall to the United States and the United Nations."

Other War Needs Told
Colonel Jouett didn't mention aluminum once in the information he gave out, but aluminum is implied in almost every word of his. About ninety per cent of the total weight of an airplane is aluminum, and therefore, when he talks of thousands of planes, he talks of millions of pounds of aluminum. He makes no mention of the fact that there might be a shortage of aluminum—simply because there never has been a shortage of this vital metal for airplane production!

In addition to the staggering amounts of aluminum needed in the construction of planes, the industry also is required to provide enough of the light metal to make many other articles for use by the armed forces in their campaigns. While there are less spectacular than airplane, these articles are nevertheless essential in modern warfare. Seeing that manufacturers get aluminum for these small items is just as much the duty of the aluminum industry as is providing aluminum for flying airplanes, and this duty has been just as faithfully executed.

Aluminum is needed for the pistons and cylinder heads that power jeeps, jeeps, and naval launches. It is used in trucks, transports, and staff cars as well. Modern, fast army tanks roll forth to engage the enemy on aluminum treads. Machine guns are mounted on aluminum tripods and cylinder heads that reflectors are made of aluminum. Ship's lockers, bunk stoves, mess kits, water canteens, field kitchens, and pontoon boats are also made of the light but strong metal. Fuses and powder containers are constructed of aluminum—all small items, it is true, but every bit as essential to modern warfare as the guns and ships and airplanes themselves.

Where Shortage Exists
Thus, with the already increased facilities for aluminum production and the continued program of expansion, it is easy for anyone acquainted with the facts to dispel any rumors of a permanent aluminum shortage. It is the proud boast of the Aluminum Company that it has never let down the Army, Navy or airplane manufacturers.

What does exist, as has already been pointed out, is a shortage of aluminum for consumer and civilian goods. This shortage will exist for some time, since every bit of the aluminum being made is going directly into war production. Even if this were not the case, government curtailment of the manufacture of consumer's goods would prevent the people from getting the everyday products made of aluminum that they did before the war. This situation, however, is but a temporary one. After the war, great amounts of the metal that are now being used for military purposes will be available for

Hospital Superintendent Resigns to Regain Health



ESTHER Z. MAXWELL

Resignation of Miss Esther Z. Maxwell as superintendent of Torrance Memorial Hospital, which position she has held since the opening of the institution 17 years ago, was announced today by R. R. Smith, president of the hospital's board of directors.

Her health, aggravated by the increased work of wartime operations, necessitated Miss Maxwell's decision to give up her responsibilities and take a long needed rest. However, at the request of the hospital board, she has agreed to remain "on call" as consultant to the new superintendent until January 1, President Smith stated.

Miss Elsa Hammerstrom, who has been floor supervisor at the hospital for the past four years, has been promoted to the position of superintendent. She took over the management of the hospital on September 1. Miss Hammerstrom joined the Torrance hospital nursing staff in June, 1927. She is a graduate of Mercy Hospital, Council Bluffs, Iowa, and is highly regarded by the professional staff at the hospital as well as the board of directors.

SENT TO FRANCE
During World War I, Miss Maxwell served with the American Red Cross in France for a year and nine months, stationed at Lyons and La Chaux. After the Armistice, she was transferred to St. Etienne in the southern part of France, where she instructed nuns in the care of children. Her outstanding ability in this work and in the administration of anesthetics won her a medal.

Reflecting the high standing in her profession, Miss Maxwell has been elected a member of the American Hospital Association, the American College of Hospital Administrators, the Western Hospital Association, the California Hospital Association, and the Council of Southern California Hospital Association.

BUYS HOME
In order to relieve crowded conditions at the nurses' home adjoining the hospital, six months ago Miss Maxwell relinquished her apartment in the nurses' building and purchased an attractive home at the corner of Arlington and Eldorado. There she plans to rest, regain her health, and enjoy her many friends in this community.

No Post-War Surplus
The latter situation raises yet another problem—that of the post-war situation in regard to aluminum. Many people have expressed the fear that when huge orders for war materials have stopped, the program of expansion will backfire, and manufacturers will find a surplus of men, material, and facilities on their hands. They ask if the increased production capacity will not cause more aluminum to be made than can be used. The answer to this is "No!"

In 1886, the year Charles Martin Hall made possible the reduction of aluminum at a reasonable price, the metal sold for \$8 a pound, and only a little more than 35,000 pounds were produced. Today, the price is 15c a pound, and the amount of aluminum made in a single year is staggering. Present indications would point to the continuance of this increased usage trend after the war has been successfully completed.

The reasons for this view are simple. Many new uses of aluminum had barely begun to make progress in commercial fields when the war broke out. Production of them was immediately stopped and their utilization was put off until the post-war period. Yet they had progressed far enough to provide a firm base for the belief that they will be important factors in the aluminum world after the war.

Chief among these proven, yet almost virgin fields, is the application of aluminum in architecture. During the past decade, some modern skyscrapers furnished a few dramatic examples of the use of aluminum

Reports Horrors Rapid Promotion Is Achieved by Torrance Grad



White-haired Joseph C. Grew, former U. S. ambassador to Tokyo, who returned to this country on Gripsholm to warn U. S. "we are up against . . . a people whose morale cannot and will not be broken even by successive defeats."

Thomas M. Sloan, who graduated from Torrance High School in 1938, has gone places since and other boys reading his record will be encouraged to learn of the opportunities for boys who are ambitious.

Sloan, after graduation, attended Frank Wiggins Trade school. Always interested in mechanics and feeling that instructor Austin at Torrance High School had given him a good start, he continued his studies.

In 1940 he decided to enlist in the army air corps and was sent to Curtis Wright Technical School at Glendale, where he completed his course with a high rating. In March, 1942, he made made a private first class; on May 1st, 2nd class aviation mechanic; on June 8th advanced to corporal; on Aug. 29th staff sergeant and department head of instrument shop.

Now he has been sent with other department heads to Fort Dix, New Jersey, for a special course for department heads. On his return he will be stationed at Paine Field, Washington.

His parents, Mr. and Mrs. A. H. Sloan of 1823 25th st., Lomita, are justly proud of their son, but Mr. Sloan feels that young men enlisting in the Army or Navy will find many opportunities now. The special courses given his son he estimates as educational training worth several thousands dollars.

Appreciation Day Awards Go to Three Torrance Residents

Mrs. M. L. Fenwick, 1420 Marcella ave., won the cash prize yesterday at the Torrance retail merchants' Appreciation Day held every Wednesday. Jerry Weeks, 261 W. 223rd st., was given the five dollar War Stamp and Mrs. G. D. Weber, 1903 Andree ave., was presented a basket of groceries donated by the Carsumart.

Next Wednesday's Appreciation Day awards will be given on Sartori ave., in front of the J. C. Penney and Star Furniture Co. stores.

COLLEGE FRIENDS MEET
Mr. and Mrs. John E. Young entertained as their weekend guests Mr. and Mrs. James Buckner of Los Angeles, former Claremont college friends.

Special Services At Foursquare Church

Special services will be held tomorrow night at 7:30 o'clock at the Foursquare Gospel church, 1207 El Prado, with Rev. Evelyn Thompson of Long Beach conducting the meeting. A musical group will accompany the evangelist, to offer harmonica band, piano accordion and guitar numbers and vocal solos.

On Sunday night Rev. Margaret Grinnell of Los Angeles, a noted vocalist and accordion artist, will be present to conduct a gospel song service. The public is cordially invited to both services.

Judge Parent Thanks Voters For Support

"To say I am grateful for the confidence so many voters in Torrance and Lomita had in me as evidenced by their support of my candidacy in the recent election, is putting it mildly indeed," stated Judge Frank D. Parent, who won the Oct. 25 election for township Justice of the Peace, Office No. 2.

"I can only say that I shall endeavor to show my very deep appreciation by putting forth every effort to merit their trust, and I wish you would convey my thanks thru the columns of your newspaper," Judge Parent added.

Rojo's Stolen Car Recovered Intact

Wm. Rojo, 1515 Amapola, was a happy man last night when police informed him that his Buick sports sedan had been recovered intact. Rojo had parked the car in front of his house Tuesday night and at 8:30 a. m. yesterday he found it had disappeared. Police found the car parked behind the Mowry Court at 1617 Arlington ave. late that afternoon.

Frank Baglio, 841 So. Walker st., San Pedro, was not so fortunate, as police recovered his Pontiac sedan on 242nd st., Waverly, with all four tires missing.

GRASS FIRE
The Torrance fire department was called to Waverly last Saturday to extinguish a grass fire. About 12 acres were burned over.

REMODELING
Plans for remodeling the office of the county coroner in the Hall of Justice have been approved by the board of supervisors.

State Picnic-Reunions

ALL STATES . . . The All States annual picnic will be held at Bixby Park, Long Beach, Saturday, Sept. 12. Prominent speakers will address the assembly, and unusual entertainment features will be presented.

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SPECIAL SERVICE Friday, Sept. 4 at 7:30 P.M.	SUNDAY NIGHT Sept. 6 at 7:30 P.M.
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* Vocal Solos	* Gospel Song Service

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